

In re BORGEN
09/916,256

APPENDIX OF AMENDMENTS

IN THE SPECIFICATION

Please amend page 7, lines 14-18 as follows:

Driven splines 26, 27 are fixedly provided or otherwise formed on respective output shafts 24, 25. Internal splines [32] 22, 23 on the side gears 20, 21, and external splines 26, 27 on the output shafts 24, 25, prevent relative rotation while permitting axial sliding movement of the driven gears. Thus, side gears 20, 21 rotate with the respective output shafts 24, 25 in the engaged position.

IN THE CLAIMS

Please amend claims 1-2, 4, 6, 9, 11 and 12 as follows.

1. A double disconnect system in a drive assembly of a motor vehicle comprising:

a first drive axle;

a second drive axle driven by a [second] drive train;

a first clutch assembly for selectively engaging and disengaging said [second] drive train;

and

a second clutch assembly for selectively engaging and disengaging first and second axle shafts of said second drive axle from a differential assembly.

2. The double disconnect system according to claim 1, further comprising a primary rear⁴ drive axle, wherein said [second] drive train is an auxiliary rear prop shaft⁷ and said second drive axle is an auxiliary drive axle of a tandem vehicle.

4. The double disconnect assembly according to claim 1, wherein said differential assembly comprises pinion gears rotatably mounted with respect to a cross pin, first and second side gears being rotatable about a common transverse axis, and said [rotatable] first and second axle shafts which are co-axial with said first and second side gears, respectively.

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6. The double disconnect assembly according to claim 5, further comprising an interconnecting member interconnecting said first and second axle shafts to translate [in] simultaneously along said transverse axis.

9. The double disconnect assembly according to claim 6, wherein said interconnecting member comprises an [interconnecting collar] connecting sleeve adapted to receive said cross pin passing therethrough, said [interconnecting collar] connecting sleeve extending between and connecting said first and second axle shafts.

11. The double disconnect assembly according to claim 5, further including a [ring] clutch collar which is mounted on one of said first and second axle shafts for axially moving said first and second axle shafts simultaneously in the same direction between a clutch engaging position and a clutch disengaging position.

12. The double disconnect assembly according to claim 11, further including an actuator, wherein said actuator includes an arm for engaging said [ring] clutch collar for slidably moving said first and second axle shafts between said clutch engaging position and said clutch disengaging position.

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Please add new claim 22 as follows.

22. The double disconnect assembly according to claim 1, wherein said first and second axle shafts are axially slidable with respect to said differential assembly.